

# RAILROAD MEN FEWER EACH YEAR

(Continued from Page One)

editor of the Railway Age, vigorously attacked government highway and waterway policies in an address delivered at the annual conference of the officers and general chairman of the Brotherhood of Railway Clerks here. He urged railway employees throughout the country to rise up against policies of both the national and state governments, which, he charged, are largely responsible for so many of them being thrown out of work.

"There has been a reduction of about 137,000 this year in the number of railway employees owing to the business depression," said Mr. Dunn, "but the general tendency of railroad employment has been downward for some years, even when general business has been good. General business was good from 1923 almost to the end of 1929; but the number of railway employees in 1929 was almost 200,000 less than in 1923, and is therefore this year about 320,000 less than in 1923.

"This is in very striking contrast to what occurred prior to the last decade. In 1890 the number of railway employees was 750,000. In 1900 it had increased to more than 1,000,000; in 1910 to 1,700,000, and in 1920 to more than 2,000,000. Why did the number increase almost 300 per cent within these thirty years, and almost constantly decline within the last ten years? There were improvements in railway plants, increases in the efficiency of operation and increases in output per employee during the thirty years prior to 1920 just as there have been since. The real reason for the decline in railroad employment within recent years are to be found in the enormous decline of passenger traffic, and in the fact that railroad freight traffic increased on the average only one-third as much per year in the nine years ending with 1929 as it did throughout the entire thirty years from 1890 to 1920.

"Highways Take Business. Why have the railways been losing so much passenger business during the last decade, and why has the growth of their freight business so greatly declined? Their passenger traffic has declined so much because of the construction of hard-surfaced highways and the enormous increase of transportation by motor vehicles upon these highways. The growth of their freight traffic has so greatly declined for several reasons, but largely or mainly owing to the increased competition of motor trucks on highways and of other carriers on waterways.

"The highways were constructed by the expenditure of public money raised by taxation of all the people, including railway owners and employees, and were intended for the use of private automobiles and other vehicles of similar size and weight. The private automobile has taken most of the passenger traffic that the railways have lost, but a very large part of it has been taken by motor buses. The motor truck has taken a great deal of freight business, and is taking it now more rapidly than ever. The size, weight and speed of both motor buses and trucks have been constantly increased; many trucks are now pulling trains of trailers; and they are competing with the railways for long haul as well as short haul passenger business, and not only for short haul, less-than-carload freight business, but also for long haul freight traffic such as the railroads handle in carload quantities.

**Taxpayers Furnish Highway.**

"Undoubtedly the most important reason why they have become able successfully to compete with the railways for a rapidly increasing amount of traffic is that while the railways have to furnish their own highways at great expense to themselves, the motor coaches and motor trucks are enabled to make low rates that do not represent the true cost of highway transportation because they use highways built and maintained by the taxpayer public. Another important consideration is that their employees work longer hours and receive smaller wages than railway employees.

"The government already has spent hundreds of millions of dollars in improving rivers and building canals. It proposes to spend hundreds of millions more for the same purpose. It chartered for steamships using the Panama canal, but it will not allow the railways to make low rates to the Pacific coast to meet the competition of these steamships. It allows all other waterways to be used absolutely free by carriers and shippers, which means that all the public money spent on these waterways is given as a subsidy to those who use them to take traffic from the railways and reduce railway employment. Furthermore, the government is itself operating a barge line upon the Mississippi river system at a large loss which the public pays, and which loss is therefore another subsidy that is used to divert traffic from the railways. At the same time this government-owned barge line pays its employees much lower wages than those paid by the railways with which it competes.

"Why should our state and national governments thus attack

the capital invested in railroads, and the employment of railroad men, by using the taxpayer's money to divert traffic from the railways? The owners of the railroads and their employees are citizens who pay taxes and perform all the other duties of citizenship. Have they not then the same right as other citizens to have their interests safeguarded and fostered by their state and national governments?

"The difference between the way in which the railways and other means of transportation have been and are being treated has been largely due to political influence. The railways themselves have almost no political influence, but railway employees have an enormous amount of political influence which they could use to protect their employment. If railway employees throughout the country would rise up against these government policies, which have such a plain tendency to deprive them of their employment, there would soon be a very large reduction in the number of public men who believe it is good politics to favor every measure which is harmful to the railways, regardless of its effects upon the employees of the railways.

**Regulate Buses and Trucks.**

"The length, width and weight of motor buses and trucks should be regulated and limited and probably trailers should be prohibited. The constant increase in their size and weight and in the number of highways by private motorists and is a menace to their safety. The amount that should be paid for the use of the highways by buses and trucks, as compared with other automobiles, should be thoroughly investigated and determined on sound economic principles by expert government authority, and then their operators should be compelled to pay accordingly. It is unfair to the taxpayers, including private motorists, for the owners of buses and trucks to be allowed to use the highways principally at the expense of the taxpayer public, and it results in subsidized and unfair competition with the railways, and reduction of railway employment. Their operation and their rates should be as strictly regulated as those of the railways. Why should they be allowed to make any discrimination in their rates that they please to get business, while the railways are prohibited from making such discrimination?

"All the organized strength of railway employees should be arrayed against the efforts that are being made by politicians and selfish business interests to get the federal government to spend money recklessly upon rivers and canals, because the claims made that these expenditures are needed to 'relieve the railways' and to 'cheapen transportation' are unsupported, and cannot be supported, by facts. The railways do not need 'relief'; the greatest need of the railways and their employees is for more traffic. The proposed development of waterways will not 'cheapen transportation', because, including the taxes paid by the public for improving and maintaining them, the cost of transportation on practically every river and canal in this country is and will continue to be greater than the cost of transportation by railroad. The actual results of most inland waterway development are to subsidize taxpayers, and, without economic justification, take traffic from the railways and employment from their employees. Railway employees should demand that the government retire from the operation of its barge line upon the Mississippi river system because it is economically unsound and unjust for the government to thus use the taxpayer's money to take from the railways traffic which the railways, although paying higher wages, could handle at a lower total cost, and the loss of which deprives railway men of their employment.

"The number of railway employees will be determined principally in the future, as it has been in the past, by the volume of railway traffic; and if your governments, from which you have a right to demand fair treatment, continue to follow policies tending to reduce railway traffic, then the number of persons employed by the railways will continue to decline."

**Idaho Woman Is Held After Man Is Killed**

(Continued from Page One)

in a money belt on his person, and this was not touched. Sheriff Washburn said the man must have been shot by some one familiar with the ranch, as a stranger would have had difficulty in finding the well in Sunday night's storm.

An inquest will be held as soon as finger prints found on the stock of the rifle are photographed. R. E. Keator, prosecuting attorney said.

**Prosperity Seen Ahead by Raskob**

(Continued from Page One)

abolished the eighteenth amendment? or is there any way so bigoted he would refuse to abide by the decision if a referendum showed the country to be dry?"

The democratic chairman, who also is a director of the association against the prohibition amendment, said it was "necessary indeed to get ministers and other good citizens unconsciously working hand in hand with bootleggers and racketeers in an effort to deny the people of the United States an opportunity to vote on this great social trial."

**Holidays Advocated**

Together with the five-day week proposal, Raskob suggested the celebration of legal holidays on Monday to give three continuous recreation days. The shorter week, he maintained, would result in sufficient savings to enable industry to pay the same wages for five days as are now paid for five and one-half days' work.

The increased leisure of workers and their families, he said, would increase their expenditures and thus the output of the industries. He suggested as a first step the democratic party work for adoption of the five-day week by the government and the states for their own employees. Legislation to declare every Saturday a holiday, to permit all banks to close if they wished, also was suggested.

**Denies Charges**

Raskob took occasion also to deny a republican charge he had maintained a democratic publicity bureau in Washington "smear Hoover." He termed the accusation a "childish attempt" indicating the "irresponsibility of panicle minds."

"No one ever heard me utter one unkind word about Mr. Hoover or the President of the United States," he said. "This does not mean that I or the democratic party hesitate one second in offering a constructive criticism of the actions of Mr. Hoover and his administration."

**Sees Prosperity Ahead**

In concluding the address Raskob asserted no country in the world was ever in so splendid a position to go forward to a period of prosperity as the United States today.

"Everything has been thoroughly deflated and business is now turning upward," he said, "we will quickly leave depression behind and all be singing 'Happy Day Are Here Again.'"

# RIOTS SUBSIDE QUIET REIGNS

RIO DE JANEIRO, Oct. 28. (AP) — Strong precautionary measures were invoked today by the provisional authorities to preserve calm in the city until a new government can take charge and bring order out of the chaos which has succeeded deposition of President Washington Luis.

More than 100 casualties were counted in rioting which developed yesterday when parts of the fifth, second and sixth battalions of police, who in Brazil served as soldiers in time of national need, revolted at the character of food offered them and attacked the Rio De Janeiro garrison quarters.

It was two hours before garrison troops could quell the uprising and restore order, the situation being greatly aggravated by hundreds of citizens who, fearing a counter-revolution, broke open stores and obtained arms with which they joined the fray. More than 400 shots were fired.

**Captured a Colonel.**

Colonel Bandoiro De Mello, commanding the fifth battalion, led the police in their attack on the garrison. He was captured and imprisoned. Others arrested included Colonel Caldeira Bastos and Major Augusto Ferreira. As quickly as shots were heard shops shut their doors and iron shutters were run up, but after firing ceased the city resumed its normal appearance.

Arrival last night of Dr. Arnan cleared the situation greatly, while the military junta's statement yesterday—that it merely was a temporary agent, serving until a new government could be formed—was received by the press with enthusiasm.

Much space was given the fact that Getulio Vargas probably would head the new government.

While Vargas has not arrived here, he is making preparations to come and has ordered a special train made ready to take him to Sao Paulo and then to the federal capital. It is understood he will be accompanied by Gaucho cavalrymen, 20,000 of whom are reported marching on Sao Paulo.

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# Executive Calls Yellow Press In Attack on Wilbur

(Continued from Page One)

more than 25 years service in the West.

Secretary Wilbur refused to accept the resignation, and suspended Kelley pending an investigation, which he asked the Justice department to make.

Attorney General Mitchell Monday reported Kelley's charges to be unsubstantiated.

**President Makes Statement**

President Hoover in his formal statement said:

"There are some phases of this incident on which it is desirable in public interest that I should comment. I may say at once that proper inquiry or proper criticism by the press is a safeguard of good government.

"But this investigation shows more than this. Kelley had been called to Washington last summer to discuss with immediate superiors questions of organization in the office of which he had charge. He made no suggestion of these charges to his superior officers during a period of over six weeks in Washington, but during this time was in negotiation for the sale of his fabrications to a journal identified with the opposition political party, and they were launched in the middle of a political campaign.

**Kelley Refuses Help**

"No single inquiry has been or was made by the agencies behind Kelley at the department of the interior or any other governmental department as to the facts before their publication. The charges, when first published, were in general and demagogic terms, but were instantly denied by Secretary Wilbur, and proof offered which would indicate their falsity. Kelley was asked and refused to supply particulars to the press, and refused to cooperate with the department of justice for an independent investigation.

"Yet, despite all these opportunities to test the truth, these agencies have persisted in broad-casting them for the past six weeks by every device of publicity, and Kelley has received payment for them. Such inquiry by him or by the broadcasters of these statements would no doubt have destroyed the political or the sale value of these stories.

"As a piece of journalism it may be well that the newspaper involved was misled. It certainly does not represent the practice of better American journalism. As a piece of politics it is certainly a disgraceful and a political partisanship held by substantial men in that party.

**Reckless, Baseless, Infamous**

"There is, however, another phase. I am interested and have a duty in the preserving and up-building of honest public service. I hope the American people realize that when reckless, baseless and infamous charges in the face of responsible denial with no attempt at verification, are supported by political agencies and are broadcast, reflecting upon the probity of such men as Secretary Wilbur, the ultimate result can only be

# Gas In Mine Fatal to Men

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spotter, who entered the workings on his arrival here early today from Ada, Okla., was authority for the statement there was little hope for the men trapped in the sixteenth, seventeenth and eighteenth levels.

A few more hopeful watchers at the mine today said there was a bare possibility of some of the trapped men surviving if they had kept their ledge doors closed. The force of a mine explosion is upwards, they said, and indications were that the blast occurred between the twelfth and tenth levels. None would theorize as to a cause of the explosion, which crushed Donnelly against wooded struts at the mine head, ripped sheet iron housings off the top of the shaft, and shot flames 200 feet into the air, casting a reflection on the gray walls of the state penitentiary half a mile away.

Although the mine is on prison property, it is owned privately, and operated by private labor. It is claimed to be one of the most modern in the state, with every available safety device.

Existence of the damp added to fears for the trapped men. It is quickly fatal, although not explosive.

T. W. Wheatley, MacAloster, mine manager and part owner, collapsed in a private office near the scene of the blast. He is a veteran miner.

All except four of the trapped miners are married. Most of them have families.

# War Talk Again Given by Duce

(Continued from Page One)

"All Italy welcomes your oath and knows you will be faithful to her in every instant of your lives."

"Italy and the whole world must take note the fascist regime every year conquers new consciences of upright and valorous men, capable of renewing the gesture by which they made themselves great in victorious war," the premier continued.

"The great family of the state's armed forces; the army to which we are all proud to belong; the navy, aviation, the militia—all this formidable mass of arms and hearts welcomes

**TECHNICALLY CORRECT**—will be any machine shop job which you entrust to our expert machinists. It will be completed exactly in accordance with your blue prints or specifications. Precision tools and the latest, most approved types of modern machinery enable us to save you time and money on all work of a mechanical character.

SPRING STREET BIRMINGHAM

# Smith and Coolidge Are Campaigning

(Continued from Page One)

the Smith wave in this state in 1928, Governor Frank G. Allen. It will be Coolidge's only radio speech of the fall.

At a rally in Providence last night Smith brought three indictments against the Republicans, first, for promising to continue prosperity and being unable to deliver; second, refusing to face business depression and unemployment when they came "until absolutely forced to do so"; third, for failing to do all it could do to relieve unemployment and actually increasing it by laying off government employees.

Smith came out for the five-day week with the statement that "certainly if the United States was rich enough to make Saturday's a half holiday 20 years ago, we can afford to make it a full holiday in 1930."

**Work for Veterans Loan Bill Begins**

Actual campaign work began in earnest today for the Veterans Loan measure, which is on the state ballot, and is to be voted on next Tuesday. W. C. McKee, chairman of the committee in Klamath county, announces that speaking will cover the country this week explaining that the measure does not add to taxation a single cent, and other merits of the measure. Talks will be made at the theatres and the granges during the week.

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SPRING STREET BIRMINGHAM

# 400 Cars Spuds Already Shipped

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With the potato crop of Klamath county about 75 per cent dug, shipments up till Monday night were approximately 400 carloads to outside markets.

Practically all storage space in the county is filled, and in many cases growers and buyers are storing potatoes in temporary pits.

"By the time digging is completed," C. A. Henderson, county agricultural agent, stated this morning, "there will probably be about 1,300 cars of potatoes stored in Klamath county."

"Shipments of from 15 to 20 cars are going out each day, and practically all of them are going into California markets," Mr. Henderson continued.

"Quality of Klamath potatoes is unusually good this year, and yields are the heaviest ever reported in the county. The average yield of total acreage will be in excess of 150 sacks, while many growers report yields from 200 to 250 sacks per acre."

# Flying Fleet Is To Be Here Soon

Three green and gold biplanes of the Flying Fleet, a nationally famous group of commercial air men, will arrive here tomorrow for a three-day series of air stunts in the interest of aviation. They will come to Klamath Falls from Baker, the scene of their last

engagement, and will land at the old airport on the Midland market road.

The program will open promptly at noon Wednesday, with a formation flight over the city. The three planes will loop in unison, and fly in military formations. After this, the planes will separate, and the pilot of each ship will perform his particular aerial antics. Formation flights over the city will be a daily feature of the air circus.

Every evening the dare-devil pilots will stunt over the airport, and "Diavolo" Jerry Smith will give exhibitions of parachute jumping and the famous bullet drop.

These exhibitions will all be free, and the public is invited to witness the antics of these famous aviators.

# Will Attend Live Show at Portland

Mr. and Mrs. E. W. Vannice left today by motor for Portland where they will spend a few days. They will attend the Pacific Livestock Exposition and Mr. Vannice will attend to business matters connected with the Golden Rule store while in the city.

# GOLF CLUB TO MEET

Full membership is desired at the meeting of the Reames Golf and Country club tonight at 7:30 o'clock in the chamber of commerce rooms.

The object of the meeting is to consider a plan for a new type of membership, the proprietary type.

Women members of the club are especially urged to attend tonight's meeting.

# New Fund Given

The financial committee of the Klamath County Chamber of Commerce announced a new series of funds from the Klamath Commercial Service today.

# The Time is Limited

Only a few days left to take advantage of this special offer on the New-type

# WRINGERLESS WASHER

This new Wringerless Washer brings a new-found freedom for women. A way to do your washing that requires hardly any effort at all—and only two hours of your time on Monday! Think of it! Known to thousands of busy housewives as the fastest of speed-type washers. It is the only washer of its type by actual test that thoroughly cleanses shirt cuffs and collars in one washing without soaking. And cleanses with gentle kindness to clothes.

# You Can Now Wash Your Clothes and Dry Them at the Same Time in THE SAME TUB

You extract the water from one batch of clothes while washing the next. By centrifugal force the water is extracted from the clothes and held in the extractor while another batch of clothes is being washed by the agitator at the bottom of the tub.

It is acclaimed by all who see it, to be an amazing improvement over any wringerless washer ever developed. It is sensationally low priced.

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**IMPORTANT TO MOTHERS**

**A new knowledge...the selection of Vitalizing foods**

ARRESTING new facts now indicate why so many children today seem nervous and ailing, have finicky appetites and show signs of under-nourishment. Recent research proves that they are starved for the vitamins essential to normal growth, keen appetites, sound digestion and vigorous health.

To correct and balance their diets, nutrition experts advise whole-wheat products which, like *Carnation Wheat*, contain the entire heart of the grain. This heart...discarded in milling most cereals...is recognized by science as a standard source in cereals of three vitalizing vitamins... B, E and A...without which neither youngsters nor grown-ups can thrive for long.

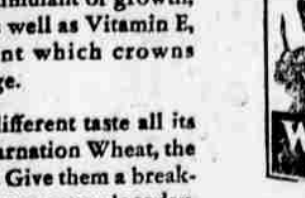
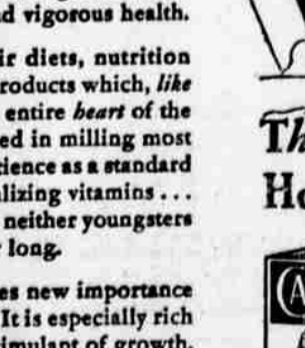
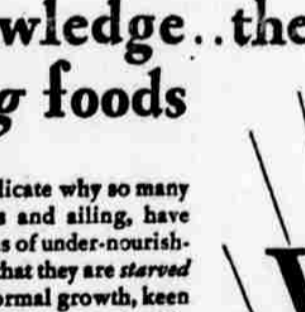
*Carnation Wheat* thus assumes new importance in the feeding of your family. It is especially rich in Vitamin B, the accepted stimulant of growth, nerve-vitality and appetite, as well as Vitamin E, the mysterious life-element which crowns maturity and staves off old age.

A wonderful flavor, with a different taste all its own! Let your family enjoy *Carnation Wheat*, the vitalizing cereal. Buy it today. Give them a breakfast treat tomorrow. Buy at your grocer's today.

# Carnation Wheat

ONE OF THE *Carnation* - Albers PRODUCTS

Others are: CARNATION MILK, CARNATION OATS (quick and regular) ALBERS FLAKES, PEACOCK BUCKWHEAT, PEARLS OF WHEAT, INSTANT TAPIOCA, ALBERS CORNMEAL.



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